



Hughes and Hough

Auctioneers to the Government.

General Auctioneers
and
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. 4TH & 5TH EDITIONS.
A.L. TELEGRAPHIC CODE.

Telegraphic Address:
"MIRITON" HONGKONG.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

SATURDAY,

the 21st December, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

THE REMAINING STOCK OF ENGLISH JEWELLERY, FROM LONDON.

Consisting of—
Gold Brooches, Diamond Rings, Pins, Gold-mounted Sticks, Hand Mirrors, Jewel Cabinet, Silver and Plated Ware, Gold and Silver Watches by noted London Makers, etc.

Fancy Goods and Toys this stock includes and 18-Kt. Gold Lever Watches by Benson, London.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, December 18, 1912. 1576

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

SATURDAY,

the 21st December, 1912, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE AND VALUABLE ASSORTMENT OF GOODS.

As follows:—
French Hand-painted and Terracotta Vases, Marble and Bronze Figurines, Fancy Toilet and Smoking Sets, Fancy Bronze Tables and Flower Stands, Fancy Electric Portable Lamps and Statuettes, a large assortment of Porcelain Figures and Vases, Gramophones and Records, Pictures, Bird's Cages, Clocks and Watches, Cash Boxes, Heating Stoves, a large assortment of Leather Goods, etc., etc., etc.

A Few Lots of TOYS.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, December 9, 1912. 1544

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

SATURDAY AND MONDAY,

the 21st and 22nd December, 1912, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE AND VALUABLE ASSORTMENT OF FANCY GOODS.

As follows:—
French Hand-painted and Terracotta Vases, Marble and Bronze Figurines, Fancy Toilet and Smoking Sets, Fancy Bronze Tables and Flower Stands, Fancy Electric Portable Lamps and Statuettes, a large assortment of Porcelain Figures and Vases, Gramophones and Records, Pictures, Bird's Cages, Clocks and Watches, Cash Boxes, Heating Stoves, a large assortment of Leather Goods, etc., etc., etc.

AND FOLLOWING THE ABOVE: TOYS OF EVERY DESCRIPTION.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, December 11, 1912. 1545

FOR SALE

THE Undersigned have received instructions to sell (for account of the concerned), at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

1. A fine, well-kept, 10-hp. motor car, with all accessories, in good condition, by Thurston & Co., London.

2. A fine, well-kept, 10-hp. motor car, with all accessories, in good condition, by Thurston & Co., London.

3. A fine, well-kept, 10-hp. motor car, with all accessories, in good condition, by Thurston & Co., London.

4. A fine, well-kept, 10-hp. motor car, with all accessories, in good condition, by Thurston & Co., London.

5. A fine, well-kept, 10-hp. motor car, with all accessories, in good condition, by Thurston & Co., London.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

FRIDAY,

the 20th December, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A CONSIGNMENT OF MISCELLANEOUS ARTICLES, FROM LONDON.

Comprising:—
Billiard Balls, Billiard Cloths, Microscopes, Surgical Instruments, Telescopes, Barometers, Banjos, Mandolins, Clarinets, Cameras, Clocks, Raincoats, Gramophones and Records, Gent's Travelling Bags, etc., etc., etc.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, December 16, 1912. 1577

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

FRIDAY,

the 20th December, 1912, commencing at 12 Noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A CONSIGNMENT OF INDIAN CARPETS.

Various designs, Colours and Sizes. On view day before sale.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, December 16, 1912. 1578

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

SATURDAY,

the 21st December, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

FOUR FOX TERRIER PUPS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, December 18, 1912. 1580

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

MONDAY,

the 23rd December, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE AND VALUABLE ASSORTMENT OF GOODS.

As follows:—
French Hand-painted and Terracotta Vases, Marble and Bronze Figurines, Fancy Toilet and Smoking Sets, Fancy Bronze Tables and Flower Stands, Fancy Electric Portable Lamps and Statuettes, a large assortment of Porcelain Figures and Vases, Gramophones and Records, Pictures, Bird's Cages, Clocks and Watches, Cash Boxes, Heating Stoves, a large assortment of Leather Goods, etc., etc., etc.

A Few Lots of TOYS.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, December 18, 1912. 1587

Auctions.

G. T. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale to be held on MONDAY, the 23rd day of December, 1912, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at the expiration of a term of 50 years from the date of the lease, for one further term of 75 years.

Particulars of the Lot.

Lot 1.—HOUSE No. 66, CAINE ROAD on SUBSECTION ONE OF SECTION D OF INLAND LOT No. 523 held for the residue of a term of 999 years from the 1st September, 1877. Area 2568 1/2 square feet. Crown Rent \$5.33.

Lot 2.—HOUSE No. 370, QUEEN'S ROAD WEST on SUBSECTION ONE OF SECTION B OF INLAND LOT No. 801. Area 917 1/2 square feet. Crown Rent \$12.11.

Lot 3.—HOUSE No. 372, QUEEN'S ROAD WEST on SUBSECTION ONE OF SECTION B OF INLAND LOT No. 801. Area 822 1/2 square feet. Crown Rent \$11.78.

Lot 4.—HOUSE No. 374, QUEEN'S ROAD WEST on SUBSECTION THREE OF SECTION B OF INLAND LOT No. 801. Area 840 1/2 square feet. Crown Rent \$11.09.

Lot 5.—HOUSE No. 376, QUEEN'S ROAD WEST on SUBSECTION FOUR OF SECTION B OF INLAND LOT No. 801. Area 822 1/2 square feet. Crown Rent \$10.88.

Lot 6.—HOUSE No. 378, QUEEN'S ROAD WEST on SUBSECTION FIVE OF SECTION B OF INLAND LOT No. 801. Area 822 1/2 square feet. Crown Rent \$11.04.

Lot 7.—HOUSE No. 380, QUEEN'S ROAD WEST on SUBSECTION SIX OF SECTION B OF INLAND LOT No. 801. Area 811 1/2 square feet. Crown Rent \$10.97.

Lot 8.—HOUSE No. 382, QUEEN'S ROAD WEST on SUBSECTION SEVEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 9.—HOUSE No. 384, QUEEN'S ROAD WEST on SUBSECTION EIGHT OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 10.—HOUSE No. 386, QUEEN'S ROAD WEST on SUBSECTION NINE OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 11.—HOUSE No. 388, QUEEN'S ROAD WEST on SUBSECTION TEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 12.—HOUSE No. 390, QUEEN'S ROAD WEST on SUBSECTION ELEVEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 13.—HOUSE No. 392, QUEEN'S ROAD WEST on SUBSECTION TWELVE OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 14.—HOUSE No. 394, QUEEN'S ROAD WEST on SUBSECTION THIRTEEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 15.—HOUSE No. 396, QUEEN'S ROAD WEST on SUBSECTION FOURTEEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 16.—HOUSE No. 398, QUEEN'S ROAD WEST on SUBSECTION FIFTEEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 17.—HOUSE No. 400, QUEEN'S ROAD WEST on SUBSECTION SIXTEEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 18.—HOUSE No. 402, QUEEN'S ROAD WEST on SUBSECTION SEVENTEEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 19.—HOUSE No. 404, QUEEN'S ROAD WEST on SUBSECTION EIGHTEEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 20.—HOUSE No. 406, QUEEN'S ROAD WEST on SUBSECTION NINETEEN OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Lot 21.—HOUSE No. 408, QUEEN'S ROAD WEST on SUBSECTION TWENTY OF SECTION B OF INLAND LOT No. 801. Area 834 1/2 square feet. Crown Rent \$11.08.

Geo. P. Lammert

AUCTIONEER

SHARE & GENERAL BROKER.

FOR SALE.

SECTION "A" OF K. L. E. 470

Area 25,376 Square feet.

Position: Facing King's Park.

Money on Mortgage at market rate.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

MONDAY,

the 23rd December, 1912, commencing at 11 A.M., at their Sales Rooms No. 4, DUNDRELL STREET.

A LARGE QUANTITY OF ENGLISH AND AMERICAN BOOTS AND SHOES

(IN BLACK AND TAN).

Fancy and Tennis Shirts and Suit Lengths, etc., etc., etc.

Also

A SMALL ASSORTMENT OF SWATOW DRAWN WORK.

Comprising:—
Bedspreads, Cushion Covers, Tray and Sideboard Cloths, Toilet Covers, Great Cloth and Silk Dress Lengths, Blouses, Mandarin Coats, etc., etc.

On view from the day of sale.

TERMS:—Cash on delivery.

Geo. P. LAMMERT,
Auctioneer.

Hongkong, December 17, 1912. 1561

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY,

the 23rd December, 1912, commencing at 3 P.M., at their Sales Rooms, DUNDRELL STREET, Victoria, Hongkong.

The following:

VERY VALUABLE LEASEHOLD PROPERTY, viz:

Lot 1.—HOUSE No. 2, GAP ROAD MORRISON HILL on SECTION A OF INLAND LOT No. 1578. Area 1844 1/2 square feet. Crown Rent \$17.72.

Lot 2.—HOUSE No. 3, GAP ROAD MORRISON HILL on SECTION B OF INLAND LOT No. 1578. Area 1508 1/2 square feet. Crown Rent \$17.24.

Lot 3.—HOUSE No. 4, GAP ROAD MORRISON HILL on SECTION C OF INLAND LOT No. 1578. Area 1620 1/2 square feet. Crown Rent \$17.44.

Lot 4.—HOUSE No. 5, GAP ROAD MORRISON HILL on SECTION D OF INLAND LOT No. 1578. Area 1600 1/2 square feet. Crown Rent \$17.34.

Lot 5.—HOUSE No. 6, GAP ROAD MORRISON HILL on SECTION E OF INLAND LOT No. 1578. Area 1600 1/2 square feet. Crown Rent \$17.34.

Lot 6.—HOUSE No. 7, GAP ROAD MORRISON HILL on SECTION F OF INLAND LOT No. 1578. Area 1600 1/2 square feet. Crown Rent \$17.34.

Lot 7.—HOUSE No. 8, GAP ROAD MORRISON HILL on SECTION G OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 8.—HOUSE No. 9, GAP ROAD MORRISON HILL on SECTION H OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 9.—HOUSE No. 10, GAP ROAD MORRISON HILL on SECTION I OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 10.—HOUSE No. 11, GAP ROAD MORRISON HILL on SECTION J OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 11.—HOUSE No. 12, GAP ROAD MORRISON HILL on SECTION K OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 12.—HOUSE No. 13, GAP ROAD MORRISON HILL on SECTION L OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 13.—HOUSE No. 14, GAP ROAD MORRISON HILL on SECTION M OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 14.—HOUSE No. 15, GAP ROAD MORRISON HILL on SECTION N OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 15.—HOUSE No. 16, GAP ROAD MORRISON HILL on SECTION O OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 16.—HOUSE No. 17, GAP ROAD MORRISON HILL on SECTION P OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 17.—HOUSE No. 18, GAP ROAD MORRISON HILL on SECTION Q OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 18.—HOUSE No. 19, GAP ROAD MORRISON HILL on SECTION R OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 19.—HOUSE No. 20, GAP ROAD MORRISON HILL on SECTION S OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 20.—HOUSE No. 21, GAP ROAD MORRISON HILL on SECTION T OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 21.—HOUSE No. 22, GAP ROAD MORRISON HILL on SECTION U OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 22.—HOUSE No. 23, GAP ROAD MORRISON HILL on SECTION V OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 23.—HOUSE No. 24, GAP ROAD MORRISON HILL on SECTION W OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 24.—HOUSE No. 25, GAP ROAD MORRISON HILL on SECTION X OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 25.—HOUSE No. 26, GAP ROAD MORRISON HILL on SECTION Y OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 26.—HOUSE No. 27, GAP ROAD MORRISON HILL on SECTION Z OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 27.—HOUSE No. 28, GAP ROAD MORRISON HILL on SECTION AA OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 28.—HOUSE No. 29, GAP ROAD MORRISON HILL on SECTION AB OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

Lot 29.—HOUSE No. 30, GAP ROAD MORRISON HILL on SECTION AC OF INLAND LOT No. 1578. Area 1598 1/2 square feet. Crown Rent \$17.30.

BRITISH SHIPPING IN CHINA.

The letter of "China Coaster" to the Imperial Merchant Service Guild, published in another column, will be read with astonishment, not unmixed with disapproval, by all interested in British shipping in the Far East.

However much one may sympathize with the motive which prompts him to paint the progress of British shipping in China in the gloomiest colours, it can be accepted as little excuse to deny the predominance of the British flag on the coast to the glorification of those who would desire to fill the place now occupied by the shipping of Great Britain.

According to the correspondent of the "M.S.G." company after company and ship after ship sailing under the British flag has gradually gone under in the struggle for supremacy and been "sold foreign" while the two larger British companies which now remain on the coast have each of them a less number of vessels than they had about four years ago.

In the face of so gloomy a picture, which, according to the Merchant Service Guild, is being disseminated among the captains and officers throughout the Empire, it is worth while to examine the statistics published annually by the Maritime Customs, it is seen that with one exception, that of Swatow, the number of British vessels entering the four ports has increased instead of decreasing during the last ten years, while in every case the tonnage entered has shown a considerable increase. The increase of tonnage might have been attributed to the building of fewer and larger vessels in place of the smaller ones sold out of the service, but even this plea falls when the actual number of British ships entered at the various ports is considered.

During the ten years, from 1902 to 1911, the number of British vessels entered at Shanghai had increased by 213 ships and the tonnage by the handsome figure of 898,838 tons.

At Hankow the numbers of British shipping entered during the ten years had increased by 132 vessels and the tonnage by 347,235 tons. At Swatow, the number of ships had decreased by 24 vessels, but the tonnage had increased by 15,760 tons.

Tientsin showed an increase in the number of British vessels entered during 1911 over 1902 of 12 ships and 108,216 tons.

One searches in vain here for the disastrous dwindling of the British flag on the China coast which the letter of "China Coaster" leads one to expect, and perhaps it will be necessary to look elsewhere for the cause of this correspondent's complaint. "I am not master now and never will be." Ships, and even companies, have been sold to foreign flags, and it is perhaps natural for the failures in the battle of life to look anywhere but in the right place for the cause of their non-success.

His assertion that "From what I say you can see that there are far and away less steamers under the British flag on the China coast than there were a few years ago" will hardly bear investigation by the impartial light of statistics.

Even during the boom year of 1906 when as "China Coaster" correctly asserts, the employment of Japanese tonnage elsewhere brought an immense number of Norwegian steamers on the coast, the British flag more than held its own at the two principal ports of Shanghai and Hankow, while at Swatow and Tientsin there was but a slight decrease in numbers.

In tabulated form the progress of British shipping on the coast can, perhaps be seen with greater clearness. The following table shows the number of steamers under the British flag entered at the four principal ports of China during the years 1902, 1906 and 1911:

Port. 1902. 1906. 1911.

Shanghai 1,848. 2,000. 2,061.

Hankow 515. 656. 647.

Tientsin 324. 303. 349.</

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

INTIMATIONS

Specialities for Xmas.

We have specially selected an assortment of Liquors for Xmas as follows:—

| \$15 per Case. | \$20 per Case. | \$25 per Case. |
|---------------------------|--------------------------|-------------------------|
| 1 bottle of Port, Talver. | 1 bottle Full Rich Port. | 1 bottle V.O.T. Port. |
| 1 " Sherry, Palido. | 1 " Amontillado Sherry. | 1 " Maduro Sherry. |
| 1 " B. & W. Whisky. | 1 " Gin. | 1 " Gin. |
| 1 " *** Brandy. | 1 " *** Brandy. | 1 " *** Brandy. |
| 1 " Gin. | 1 " Peppermint Pt. | 1 " Peppermint pint. |
| 1 " Peppermint Pt. | 1 " Whisky B. & W. | 1 " Whisky B. & W. |
| 1 " Egyptian Cigarettes. | 1 " Medoc Superior pts. | 1 " Medoc Superior pts. |

CASES WILL BE MADE UP TO ORDER IF REQUIRED.

GARNER, QUELCH & Co.,

TELEPHONE 536.

1580

THE HONGKONG ROPE MANUFACTURING CO., LD.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

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Oil Drilling Cables of any size up to 3,600 feet in length.

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Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

301

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The present ordinary method of cleansing the teeth and mouth with tooth-powders and tooth-pastes is completely mistaken. Mistaken, that is to say, if anyone wishes to have sound teeth, and it must be imagined that this is the real aim of all care of the teeth. But anyone who wishes to keep his teeth sound and whole should clearly understand that it will be necessary for him to accustom himself to cleansing his mouth and teeth with an antiseptic fluid.

Cleansing the teeth with tooth-powders and tooth-pastes can never protect them from microbes; and for the simple reason that the very localities which are most liable to attack, the backs of the molars, fissures in the teeth, and crevices between them, are the places which are not purified by tooth-powders and tooth-pastes. In consequence, the mischief being once set up proceeds on its way unintercepted. But a fluid can penetrate everywhere, and

when it is antiseptic it destroys all the enemies which attack the teeth. The dentifrice Odol is one that has a practical antiseptic effect, that is to say, it is a preparation that arrests all bacterial and fermentation processes.

The certain disinfection of the mouth and teeth resulting from the use of Odol is especially due to a remarkable property which this preparation alone possesses, and which causes it to be absorbed by the surface of the lining membrane and in the hollows of the teeth, so that it here, deposits a store of antiseptic matter whose action continues for hours. By regular cleansing with Odol, healthy teeth are kept absolutely intact, and teeth already impaired are preserved from further destruction.

For this reason Odol must certainly be regarded as the best of all known preparations for cleansing the mouth and teeth.

Of all Chemists and Stores.

THE BRITISH ENGINEERS' ASSOCIATION.

The British Engineers' Association, which was incorporated on April 26 of this year under a certificate from the Board of Trade, and was brought into being for the purpose of promoting the interests of British engineering firms in China, has developed considerably since that date.

The Association does not carry on trade of any sort, is in no sense of the word a profit-making concern, and is unconnected with any business concern or other association.

It is a curious fact that, while Germany and the United States and certain other of Britain's competitors already have associations of this sort, this is the first attempt ever made by British manufacturing engineers to convert that dead weight of influence which must exist in an industry which pays more than £2,000,000 a week in wages into an active practical force for the furthering of their interests abroad.

This Association now comprises a large number of the very best engineering firms in Great Britain, and its council is perhaps the most powerful that has ever been formed in connection with an association of manufacturing engineers.

The president is Mr Douglas Vickers, the vice-presidents are Sir Robert Hadfield, F.R.S., Mr Herbert Marshall, the Right Hon. Sir William Mather, P.C., L.L.D., Mr C. O. Scott, and Sir John I. Thornycroft, L.D., F.R.S. The chairman of the executive committee is Mr Wilfrid Stokes. Other members of the Council are Mr H. Alcock (W. T. Glover and Co., Limited), Mr T. O. Callender (Callender's Cable and Construction Co., Limited), Mr W. Colliwood (The Vulcan Foundry, Limited), Mr Percy B. Crowe (W. H. Allen, Son, and Co., Limited), Mr F. R. Davenport (Williams and Robinson, Limited), Mr W. H. Dixon (Huddell's Steel Foundry Co., Limited), Mr J. Cunningham Ford (T. Cooke and Sons, Limited), Mr C. B. Hunter (Swan, Hunter, and Wigham Richardson, Limited), Mr Stainer Butchins (The Power-Gas Corporation, Limited), Mr Edward Jackson (Midland Railway Carriage and Wagon Co., Limited), Mr Arthur Jacob (The British Aluminium Co., Limited), Mr Christopher James (Joshua Buckton and Co., Limited), Mr H. Norman Leask (Heenan and Froude, Limited), Mr R. S. Lloyd (Hayward-Tyler and Co., Limited), Mr Howard Marsh (George Fletcher and Co., Limited), Mr Charles S. Schultz (Dick, Kerr and Co., Limited), Mr Arthur H. Smith (Holman Brothers, Limited), Mr Clarence Smith (Thos. and Wm. Smith, Limited), Mr T. Cuthbert Stewart (Stewart and Lloyds, Limited), Mr Philip Thaine (Vickers, Limited), Mr John E. Thornycroft (John I. Thornycroft and Co., Limited), Mr Thomas Woolf (Alfred Herbert, Limited).

Apart from its council, the association has as honorary members and advisers the six greatest living authorities on China. These are Sir Walter Hillier, K.C.M.G., C.B., the late adviser to the Chinese Government and a great authority on the Chinese language and educational matters; Dr George Ernest Morrison (formerly special correspondent of the Times), the newly-appointed adviser to the Chinese Government; Mr Claude Kinder, O.M.G., who created the Chinese railway system, and is the greatest living authority on engineering in China; Mr Byron Brown, O.M.G., late Consul-General in China, and one who has had a vast and intimate experience of the relations between the Chinese and the rest of the world; Sir Charles Dudgeon, a great authority on Chinese business matters, and a Commissioner for the Revision of Commercial Treaties with China; and Sir Charles Elliot, K.C.M.G., C.B., L.L.D., an eminent diplomatist and Vice-Chancellor of the Hongkong University.

Already the association has made arrangements for the collection of valuable

first-hand information on the subjects which affect engineering interests in China, and is issuing it in the form of confidential reports to its members at frequent intervals. These reports are naturally very far ahead of the statistics issued by the Board of Trade, and are of much greater practical value, as they are not subjected to drastic cutting at the hands of the Foreign Office and the Board of Trade.

Among the many important items in the programme of this association is an endeavour to make the British Government, the banks, the shipping companies, and everyone else concerned realise that it is their duty to study and promote the interests of British manufacturing engineers. The association considers that when the British Government either lend money or sanction the lending of money to China, especially when a considerable portion of that money is borrowed from the British manufacturing engineers themselves, there should be a clause in such loans to the effect that the engineering plant purchased with such money shall be made for British manufacturers.

The association also holds the view that British banks should follow the policy of the banks of other nations in regarding a sound engineering contract as a negotiable asset. They consider that the shipping and railway companies should not hamper the export trade of Great Britain by charging extortionate rates, when in many other countries very great concessions are made to manufacturers for the purpose of fostering the export trade.

Another important feature in the policy of the British Engineers' Association is the encouragement of the education of Oriental engineers in the British language and on British lines, whether by British engineering schools in the countries concerned or by facilities at the educational establishments and in the engineering works of Great Britain.

At the present day the Germans are spending £100,000 on the erection of German engineering schools in China, and are paying very large sums, amounting to as much as £1,000 each, for selected Chinese who are to be educated in Germany for ten years, first as Germans and afterwards as engineers.

The association is devoting its attention exclusively to China at the present day because that is the country where, above all others, British engineering interests are in most urgent need of support. When thoroughly organised to cover the ground efficiently, the association will turn its attention to any other country where British engineering interests may be suffering. It is interesting to note that applications have already been received to extend the influence of the association to Canada, South America, Africa, Australia, Mexico and elsewhere.

Writing on the subject of the British Engineers' Association, Mr Claude Kinder, C.M.G., says: "I can only say that, unless an effective association is brought about to combat the severe and growing difficulties, we shall in a few years find business in China either impossible to get or not worth having, which amounts to the same. I consider that it is not only advisable for all reputable British engineering firms to back this movement, but that it is their duty to do so on common sense as well as on patriotic grounds."

The offices of the association are at Claxton House, Westminster, and the Secretary is Mr Stafford Ransome.

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WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

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At 100 cents per Dollar American.

Butcher Meat.

| | | |
|--------------------------------------|---------|----|
| Beef Sirlon & Prime Cut—Mei Lang 1's | 1b | 20 |
| " Corned—Ham Ngau Yuk | 1b | 20 |
| " Roast—Shia | 1b | 20 |
| " Breast—Nga Lam | 1b | 18 |
| " Soup—Tong Yuk | 1b | 15 |
| " Steak—Ngau Yuk Pa | 1b | 20 |
| " Sirlon Colom—Ngau Lau | 1b | 30 |
| " Sausages—Ngau Chang | 1b | 24 |
| Bullock's Brains—Kow | per set | 9 |
| Tongue fresh—Ngau Li | each | 45 |
| " corned—Ham Ngau L. | 1b | 20 |
| " Heart—Ngau Sun | 1b | 19 |
| " Hump—Salt—Ngau Kin | 1b | 18 |
| " Feet—Ngau Kark | each | 9 |
| " Kidneys—Ngau Yia | 1b | 18 |
| " Tail—Ngau Mei | 1b | 12 |
| " Liver—Ngau Kon | 1b | 12 |
| " Tripe (undressed)—Ngau To | 1b | 6 |
| Calve Head & Feet—Ngau-chai-lau-lark | set | 81 |
| Mutton Chop—Young Poi Kwat | 1b | 25 |
| " Leg—Young Poi | 1b | 25 |
| " Shoulder—Young Shau | 1b | 22 |
| Pigs Chindings—Chu Cheong | 1b | 22 |
| Brains—Chu Kow | per set | 24 |
| " Feet—Chu Kark | 1b | 12 |
| " Fry—Chu Chak | 1b | 25 |
| " Head—Chu Tau | 1b | 15 |
| " Heart—Chu Sun | each | 13 |
| " Kidneys—Chu Yiu | 1b | 9 |
| " Liver—Chu Con | 1b | 30 |
| Pork Chop—Chu Kai Kwat | 1b | 20 |
| " Corned—Ham Chu Yek | 1b | 20 |
| " Leg—Chu Poi | 1b | 24 |
| " Fat or Lard—Chu Yau | 1b | 15 |
| Sheep Head and Feet—Young Tai Kark | set | 65 |
| " Head—Young Sun | each | 7 |
| " Kidneys—Young Yiu | 1b | 9 |
| " Liver—Young Con | 1b | 25 |
| Sucking Pigs To Order—Chu Chai | 1b | 22 |
| Suet—Deaf—Sang Ngau Yau | 1b | 20 |
| " Mutton—Sang Young Yau | 1b | 25 |
| Yeast—Ngau Chai Yuk | 1b | 20 |
| " Sausages—Ngau Chai Chang | 1b | 20 |

Poultry.

| | | |
|---------------------------------------|---------|-------|
| Chicken—Kai Chai | 1b | 28 |
| Capon, Large, mall—Sin Kai | 1b | 28 |
| Duck—Ap | 1b | 24 |
| Doves—Pan Kau | 1b | 15 |
| Eggs, Hen—Kai Tan | per doz | 24 |
| Fowls, Canton—Kai | 1b | 32 |
| " Hainan—Hoi Nam Kai | 1b | 28 |
| Geese—Ngor | 1b | 24 |
| Geese, Wild—Shang-he Yee Ngai pau | 1b | 30 |
| Musk Deer—Wong Kong | each | 4.00 |
| Hare, Shanghai—Tu Chai | 1b | 50 |
| Partridge—Che Khoo | 1b | 5 |
| Pheasant—Shan Kai | pair | 15.50 |
| Pigeons, Canton—Pak Kup | each | 30 |
| " Hothow—Hoi How Pak Kup | 1b | 24 |
| Quail—Um Chun | 1b | 14 |
| Rice Birds—Wo Fa Cheur | dozen | 12 |
| Snipe—Sa-Choy | 1b | 22 |
| Turkeys Cock—Phor Kai Kang | 1b | 60 |
| " Hen—Na | 1b | 45 |
| Wild Ducks, Shanghai—Shang-hoi Sai Ap | 1b | 12.50 |
| Teal—Sui Ap Chai | 1b | 40 |
| Wild Ducks Canton—Sang-Shing Sai Ap | 1b | 80 |

Fish.

| | | |
|------------------------------------|----|----|
| Borbel—Ka Yu | 1b | 8 |
| Bream—Bin Yu | 1b | 12 |
| Canton Fresh Water Fish—Hoi Sin Yu | 1b | 12 |
| Carp—Li Yu | 1b | 10 |
| Catfish—Chik Yu | 1b | 16 |
| Codfish—Mun Yu | 1b | 24 |
| Crabs—Hoi | 1b | 18 |
| Grass Carp—Muk Yu | 1b | 15 |
| Dab—Sa Mang Yu | 1b | 14 |
| Dece—Wong Mei Lun | 1b | 10 |
| Dog Fish—Tik Yu Sa | 1b | 8 |
| Cels, Congee—Hoi Mann | 1b | 15 |
| " Fresh Water—Tam Sin Y | 1b | 12 |
| Eels, Yellow—Wong Sin | 1b | 24 |
| Frogs—Tien Kai | 1b | 28 |
| Garoupe—Sek Pan | 1b | 52 |
| Gudgeon—Pak Kup Yu | 1b | 12 |
| Herring—Tao Pak | 1b | 18 |
| Halibut—Cheung Kwan Kup | 1b | 28 |
| Labrus—Wong Fa Yu | 1b | 10 |
| Loach—Wu Yu | 1b | 28 |
| Lobsters—Lung Ha | 1b | 24 |
| Mackerel—Chi Yu | 1b | 18 |
| Monk Fish—Mung Yu | 1b | 24 |
| Mullet—Chai Yu | 1b | 28 |
| Oysters—San Co | 1b | 20 |
| Parrotfish—Kai Kwong Yu | 1b | 14 |
| Perch—Tau Leo | 1b | 15 |
| Pike—Pa Pau Fong | 1b | 8 |
| Plaice—Pan Yu | 1b | 18 |
| Pomfret, Black—Hak Chong | 1b | 18 |
| Pomfret, White—Pak Chong | 1b | 24 |
| Prawn—Ming | 1b | 48 |
| Ray—Pai Pa Sa | 1b | 8 |
| Rock Fish—Sek Pa Kung | 1b | 14 |
| Sole—Chun Yu | 1b | 1 |

肉食

| | | |
|------------------------------------|----|----|
| Salmon—Ma Yau Yu | 1b | 30 |
| Shark—Sa Yu | 1b | 8 |
| Skate—Po Yu | 1b | 9 |
| Shrimps—Ea | 1b | 24 |
| Snapper—Lap Yu | 1b | 20 |
| Soles—Tat Sa Yu | 1b | 18 |
| Tench—Wan Yu | 1b | 15 |
| Turbot—Cho How Yu | 1b | 19 |
| Turbot, small, fresh water—Kork Yu | 1b | 56 |
| White Bait—Ngau Yu Chai | 1b | 1 |

Fruits.

| | | |
|--|------|----|
| Almonds—Hung Yau | 1b | 28 |
| Apples (California)—Ham Sin Ping Kuo | 1b | 20 |
| " (Chico)—Tia Chun Ping Kuo | 1b | 20 |
| " Small—Hoi Tong | 1b | 20 |
| " Custard—Fan Lai Chai | 1b | 20 |
| Bananas, fragrant, Ceylon—Sai Shing Hong Chiu | 1b | 30 |
| Bananas, (Ordin), Macao—San Hong Chiu | 1b | 30 |
| Chestnuts, Chinese—Fong Luk | 1b | 10 |
| Carambola—Young Tse | 1b | 10 |
| Cocanuts—Yeh Tse | each | 18 |
| Lemon, China—Ning Moon | 1b | 8 |
| " America—Kam San Ning Moon | 1b | 8 |
| Lichees Dried—Lai Chi, small Stone | 1b | 25 |
| " Fresh | 1b | 25 |
| Limes (Sai Gon)—Sai Kung Ning Hing each | 1b | 25 |
| Mango, Manila—Lai Sung Mong | 1b | 25 |
| Mangosteens—San Chuk Tee | 1b | 40 |
| Oranges, (Canton)—San-shing Tin Ching | 1b | 5 |
| Oranges Sweet | 1b | 5 |
| Pears, (American)—Kam San Shoot | 1b | 14 |
| " (Canton), Cooking—Sa Lay | 1b | 14 |
| Peanuts—Fa Sang | 1b | 10 |
| Persimmons Large—Hung Chie | 1b | 10 |
| Pine-apples, Lat quality—Poon Tin Pau Law each | 1b | 8 |
| " 2nd—Chung-lung Pau Law | 1b | 5 |
| Plantain—Tai Chiu | 1b | 15 |
| Pumpkin—Swatow, Hung Lai | 1b | 15 |
| Pumelo, Siam—Chim Lo Yau | each | 12 |
| " Shanghai—Lo Kwai | 1b | 14 |
| Walnuts—Hop Tse | 1b | 14 |
| " Green—Sang Hop Tse | 1b | 14 |
| Water Melon—Kam San Sai Kwa each | 1b | 14 |
| " (China) Sai Kwa | 1b | 14 |
| Guavas—Sang Po Tai Tse | 1b | 20 |

Vegetables &c.

| | | | |
|--|------|----|-----|
| Artichokes, Shanghai—Sheung-hoi Ah | lb | 8 | 天 芥 |
| Chi Chuk | lb | 8 | 門 門 |
| Beans, (French), Macao—Oh Moon Pin Tau | 12 | 12 | 上海 |
| (French), Shanghai—Sheung Hoi Pin Tau | lb | 10 | 菜 菜 |
| Sprout—Ah Cho | lb | 5 | 豉 豉 |
| Long—Tau Ko | lb | — | 紅 紅 |
| Beet Root—Hung Choi Tan | each | 6 | 元 元 |
| Brinjals, Green—Chung Yau | lb | 5 | 紅 紅 |
| Red—Hung Kar | lb | 6 | 芥 芥 |
| Cabbage, Chinese, com.—Kai Choy | lb | 12 | 紅 紅 |
| Cabbage Red—Hung Yea Choy | lb | — | 神 神 |
| Cabbage, Shanghai—Yeh Choi | lb | — | 膠 膠 |
| Cane Shoots, bunch—Kau Shun | lb | 8 | 大 大 |
| Cauliflower, Large size—Tai Yeh Cho Fa | each | 12 | 中 中 |
| Medium size—Cheung Yeh Cho Fa | lb | 12 | 時 時 |
| Small size—Sai Yeh Choi Fa | lb | 10 | 金 金 |
| Carrots—Eam Shup | lb | 8 | 芥 芥 |
| Celery, Chinese—Tung Kan Choi | lb | 6 | 洋 洋 |
| En'leb—Young | lb | 5 | 乾 乾 |
| Chillies Dried—Son, Lat Chiu | lb | 10 | 紅 紅 |
| Red—Hung Far | lb | 10 | 青 青 |
| Green—Ching Le Chiu | lb | 10 | 香 香 |
| Curry Stuff, English—Kai Lee Oer Lla | lb | 10 | 苦 苦 |
| Cucumbers—Ching Kwa | lb | 2 | |

Original Script
THE FLOWER-STREET FOLLIES!
THE FLOWER-STREET FOLLIES
 ALL NEW SONGS, GAGS AND LOCAL
 SPASMS.
 N.B.—High Art Stage Furniture!
 Matinee on November 2, 1912.

NEVER hesitate about giving Chamberlain's Cough Remedy to children. It contains no opium or other narcotic, and can be given with implicit confidence as a quick cure for coughs and colds in which the children are susceptible. It is unsurpassed. For sale by all Chemists and Druggists.

This was the Engineers first game in the United Service League and took place at the Naval ground yesterday. Fine passes between Lewis, Pearson and Brown took place. The Engineers continued to attack and Pearson was offside in a likely position. Bailey sent across to Lee who took play and the soldiers goal where Morrisiah received the ball. The play was fast and exciting, but neither side could claim much scoring and half time sounded with no advantage having taken place.

At 1.30 the sailors re-started vigorously. Brown and Pearson, both Goals cleared. The Engineers now had the best of the game, Richards meeting away through being unmarked and Brown scored with a shot which gave Donnelly no chance. Burgh and Jameson cleared. The Kent soldiers were not in the game. Pearson got nearly put through his first goal shot. Pearson put the Engineers further ahead with a swerving shot which Donnelly could not stop. The Kent half-backs, their last effort by Burgh and Jameson, seemed hardly clocked by the Engineers and with the game nearly finished Pearson made a surprise shot from about twenty yards which entered the net near the goal post, the crowd of players in the goal area apparently observing the goalkeeper's view of the ball.

At 3.0 the score:—Engineers 3, Kent 0.

Teams—M.S. Kent 0.

Teams—Royal Engineers: Rogers; Coates and Morris; Collier; Scott and Fergusson. Kent: Lewis; Brown; Pearson; Kelly and Richards.

M.S. Kent: Donnelly; Briggs and Coates; Carroll; Johnson and Bailey; Lee, Wilf; Burgh; Jamieson and Barker. Referee: Mr. G. Fuller.

Upon the motion of the Hon. Attorney General the standing orders and rules were suspended so far as the Bill was concerned.

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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

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THE WAR.

THE TURKS AND GREEKS.

LONDON, Dec. 18.

The Ottoman delegates repudiate the suggestion that they are endeavouring to gain time by a refusal to meet the Greeks at present. They explain that they were only officially aware of the previous day of the intentions of the Hellenic Government. They were bound, therefore, to ask the Government at Constantinople for the necessary instructions and authority. They affirm the desire of the Government to conclude peace as speedily as possible.

THE AUSTRO-SERBIAN SITUATION.

The recurrence of pessimism in regard to the Austro-Serbian position is described in well-informed circles in London as unwarranted, but despatches from Belgrade and Bucharest are somewhat alarming.

The Government organ at Belgrade complains of provocative Austrian military movements, and says that search lights have been thrown over Belgrade, that monitors cruising in the Danube have come close to the frontier, even colliding with a pier at Belgrade, and that Serbian visiting the frontier towns on business have been arrested.

The fact that Austrian ships in the Danube between Belgrade and Turnu Severin have been ordered to proceed towards Galatz, and that the Roumanian ships have been ordered to concentrate in the Harbour of Mladin, is believed in Bucharest to be due to the Austro-Serbian dispute.

REMOVING MISUNDERSTANDINGS.

Reuter learns that despite adverse reports, the attitude of the Serbian delegates at the conference has been entirely moderated. While naturally desiring a seaport on the Adriatic, they have intimated their willingness to leave matters in the hands of the Powers. The new Serbian Minister at Vienna, M. Jovanovic, is expected to begin negotiations with a view to removing misunderstandings. Sir Edward Grey was present.

THE QUESTION OF ALBANIA.

At yesterday's meeting of the Ambassadors it is understood that the future status of Albania was discussed. A telegram from Athens states that the Greek bombardment at Port Bizani continued the whole day, the Turkish guns being silenced. By the explosion of the artillery magazine, the capture of the fort is expected immediately. This will open up the road to Janina.

AMBASSADORS IN CONFERENCE.

The first meeting of the Ambassadors took place in London on Tuesday afternoon. Sir Edward Grey received the Ambassadors at the Foreign Office. The proceedings will be private. It is probable that they will first deal with delicate questions calculated to have a disturbing influence.

RUSSIAN AFFAIRS.

LONDON, Dec. 18.

A message from St. Petersburg says that M. Sukhomlinoff and M. Sezonoff (Ministers for War and Foreign Affairs respectively) have had daily audiences with the Tsar, who yesterday received the Chief of the General Staff.

THE LATE MR WHITE-LAW REID.

WARM TRIBUTES IN HOUSE OF COMMONS.

LONDON, Dec. 18.

In the House of Commons Mr Asquith paid a warm tribute to Mr Whitelaw Reid, not only as an Ambassador but as a statesman. The Government proposed to suggest to the United States that a British battleship should convey the remains to his native land. Mr. Balfour cordially supported the proposal.

BY TELEGRAPH.

(Independent News Agency's Service to the China Mail.)

[Copyright.]

CHINA AND OPIUM.

PROTEST FROM GREAT BRITAIN.

Tokyo, Dec. 19.

A telegram from Peking states that Sir John Jordan, the British Minister, has submitted a protest against the Chinese Government for having violated the Anglo-Chinese Treaty by permitting the cultivation of poppy. Compensation for damage to the British merchants is claimed.

(Reuter's Service to the China Mail.)

MR BONAR LAW'S SPEECH.

UNIONISTS NOT UNITED.

LONDON, Dec. 18.

The Times states that the Unionist opinion in the House of Commons on the subject of the policy enunciated by Mr Bonar Law at Ashton-under-Lyme on Tuesday is not united. A somewhat similar divergence of opinion exists among the party in the country, a desire for a renewal of the Referendum pledge being still expressed by Lancashire and Irish Unionists.

AVERSE TO FOOD TAXATION.

From sixty to seventy per cent. of the Unionists, including the immediate supporters of Mr. Walter Long, are now averse to food taxes, which are disliked in Scotland and the North of England. A smaller section, supported by Mr. Austen Chamberlain, favours the present Tariff proposals, and this section has got the Party machine—hence its influence. Both are united in one respect, that they are unwilling to do anything to prejudice Mr. Bonar Law's leadership. It is likely, therefore, that matters will tend to compose themselves.

LORD CURZON'S VIEWS.

Lord Curzon, speaking at York, said he would like to see the contentions of the Unionist programme put temporarily in the background. He added: "We should be better employed discussing the dangers of the present system than discussing whether we should pay a tax on barley, corn, and oats in years to come."

A SUFFRAGIST "REBEL."

LONDON, Dec. 18.

A male suffragist charged with setting fire to a railway carriage refused, as a suffragist rebel, to comply with the summons, and a warrant was issued for his arrest.

CHINESE MERCHANTS AT GOVERNMENT HOUSE.

A Happy Suggestion.

About a hundred and fifty leading local Chinese merchants and Editors of local Chinese newspapers assembled by invitation at Government House yesterday.

H.E. The Governor, in the course of a speech on the subject of the boycott, dwelt on the folly of it, and asked his guests to use their influence to bring it to an end.

His Excellency's speech was interpreted by Sir Kai Ho Kai. Afterwards the company were invited to partake of tea.

The Hon. Mr. Wei Yuk, after the departure of the Governor, made the happy suggestion that they should all make a journey in the tram cars. The suggestion was immediately carried out.

SECOND EDITION

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

[Copyright.]

THE JAPANESE MINISTRY.

A FORECAST.

Tokyo, Dec. 18.

The installation of the Katsura Ministry will take place to-morrow. A well-informed source gives the following as the names of the Ministers:

Prime Minister, Prince Katsura.

Minister of the Interior, Viscount Oama.

Minister for Foreign Affairs, Baron Kato.

Minister of Finance, Mr. Wakatsuki.

Minister of Education, Mr. Shibata.

Minister of Agriculture and Commerce, Mr. Nakashoji.

Minister of Communications, Baron Goto.

Minister for War, Lieut.-General Kogoshi.

Minister of Marine, unknown.

Baron Goto will probably hold the office of President of the Railway Board in addition to his other post, and the Prime Minister will take the portfolio of Foreign Affairs till Baron Kato, who is at present Ambassador in London, is formally installed.

DIOCESAN GIRL'S SCHOOL.

Lady May Presents Prizes.

A large gathering attended at the City Hall this afternoon to witness the presentation of prizes by Lady May to the pupils of the Diocesan School and Orphanage. Among those who also attended were the Bishop of Victoria, Archbishop Barnett, and the Rev. H. Copley Moyle. The pupils opened proceedings with a programme of songs and recitations.

The Bishop in a short speech eulogised the work of the school during the past thirteen years and said the institution had just passed through a financial crisis caused by the necessity for building new premises for the girls' school. The old school had been sold and they had now obtained a good site on the Kowloon side at a cost of about \$4,000. A sum nearly \$50,000 had to be provided for the new buildings. Towards this amount the Boys' School had made a grant of \$10,000, the Government had promised a similar sum when the school was opened, and friends had contributed something like \$25,000. A hearty vote of thanks was accorded Lady May for her attendance.

THE CITY'S WATER.

Twenty-one Week's Supply.

At the meeting of the Finance Committee of the Legislative Council this afternoon Sir Kai Ho Kai asked whether the erection of steel fountains in connection with the water supply had the effect of keeping down the consumption of water to two million gallons a day.

The Hon. Director of Public Works said it had had the effect of reducing the consumption to three million gallons a day, which was the figure necessary to carry the Colony through to the rainy season. During the past week there was drawn from the reservoir fifteen million gallons and there remained 317 million gallons which at the same rate left a twenty-one week's supply at the beginning of the present week. The whole matter depended upon whether the streams would hold up and enable them to draw no more than fifteen gallons a week from the reservoirs.

THE COLONY AND WIRELESS.

Hongkong's New Station.

This afternoon H.E. the Governor made an interesting announcement to the members of the Legislative Council upon the subject of the projected wireless telegraph station for the Colony.

His Excellency detailed the correspondence which had passed between himself and the Secretary of State for the Colonies and said Mr. Harcourt now suggested that the power of the Hongkong station should be five kilowatts, which is the power of those at Colombo and Java, and that the Singapore station shall be of similar power. It is proposed that the Crown Agents for the Colonies shall immediately call for tenders for the erection of the Hongkong Station. The British North Borneo Company propose to erect a series of stations and when all are completed, ships with a wireless installation will be within call of one another between Hongkong, Singapore and North Borneo during the night and will only be out of reach of a station during the day time, if at all only for a short portion of their voyage.

The announcement which we propose to publish fully to-morrow, was cordially received by the members.

THE POST OFFICE BUILDING.

Government Explains the Cost.

A Government paper explanatory of the increase in the actual cost of the Post Office Building over the estimate laid before the Council by the Public Works Department and the architect, was laid before the Legislative Council at the meeting of that body this afternoon. The statement shows that the actual cost exceeded the original estimate of \$300,000 by no less a sum than \$450,000. In other words the building cost nearly double what was anticipated.

Summarised, the paper states that the proposal to construct a new building was first made by a Committee appointed in September 1894, who recommended that competitive designs should be invited. After prolonged correspondence and discussions, chiefly concerning the site on which the building should be erected, it was finally decided in 1902 to purchase the recently reclaimed area belonging to Sir Robert Jardine, on the west side of Paddar Street, at an outlay of \$508,280. The sanction of the Secretary of State to inviting competitive designs was obtained and the conditions of competition were published in December 1902, one of such conditions being that the total cost of the building, exclusive of architects' commission, was not to exceed \$500,000. The architects' commission on this sum would have amounted to about \$25,000, thus making the total cost \$525,000. The building was specified to be three stories in height, with a basement underneath. The design submitted by Messrs. Denison, Ram and Gibbs was selected in July 1903. In the report which accompanied their design, the following statement was made with regard to the cost: "With regard to the question of cost it is believed that the buildings can be built as shown on plans for the sum named in the conditions, viz., \$500,000; but the extent to which stone could be used, and steel construction and the better classes of wood made use of, would have to depend in great measure upon the local conditions of building prices at the time when tenders are invited." The estimate was made up of the following items: Foundations, including drainage, \$122,000; superstructure and fittings, \$383,000; lighting, heating and ventilation, \$21,000; contingencies, \$4,000.

The Public Works Committee recommended that a fourth story should be added to the building and their recommendation was approved by Government. Messrs. Denison, Ram and Gibbs estimated the cost at \$75,000. Adding architects' commission to this sum, the total estimated cost became \$83,750. Messrs. Denison, Ram and Gibbs expressed a wish to have all the cornices and dressings throughout executed in granite, but they feared that this would be out of the question if the cost was to be strictly limited to the sum of \$500,000. The same remark applied, though in a less degree, to the use of steel and the better class of wood. His Excellency Sir Henry Blake, to whom, as Governor, the matter was referred, considered that a very important public building such as this should be of the best and Messrs. Denison, Ram and Gibbs were accordingly instructed that they might provide in the first instance for the use of first-class materials and of granite where they deemed it desirable to introduce it on the principal fronts. Should the tenders prove to be much in excess of the estimated cost, it would afterwards be considered what modifications, if any, should be made in the materials to be used. It was thought that the sum of \$600,000 should cover the cost of first-class materials and permit of a fairly handsome exterior. To facilitate the erection of the building, it was arranged that a contract for the foundations should be let separately and Messrs. Denison, Ram and Gibbs prepared plans which were materially reduced, at the instance of the Director of Public Works with a view to keeping within the estimate.

Tenders for the modified proposals were called for in September 1903 and the amount of the lowest received, after correction of arithmetical errors, was \$174,170.88. In view of the large excess over their estimate (\$122,000, including drainage), the matter was referred to Messrs. Denison, Ram and Gibbs, who obtained a tender amounting to \$184,001.04, which was accepted in November 1903. In February 1905, Messrs. Denison, Ram and Gibbs forwarded the drawings, specifications, etc., for the superstructure and they were then requested to furnish an estimate of the cost of the building based upon the documents submitted. Their estimate, dated 17th April, 1905, amounted to \$815,950, exclusive of architects' fees.

Extras included on account of foundations were put in to ensure that the malle in the basement should not be damaged by water penetrating through the floor. This amended estimate was submitted to Government in May 1905 and it was decided that tenders should be called for without modification of the drawings and specification. The lowest tender received, which was accepted, amounted to \$833,912.24 or fully \$13,900 in excess of Messrs. Denison, Ram and Gibbs' estimate; so that the estimate then totalled \$872,000, of which architects' fees accounted for \$42,150. This sum appeared in the estimate for 1906. The tender for the superstructure was accepted on the 26th July, 1905; but, as the foundations were not completed until the 22nd January, 1906, the contractors were not let into possession of the site until that date.

In the meanwhile His Excellency Sir Matthew Nathan proposed that a Clock Tower should be added to the building and Messrs. Denison, Ram and Gibbs were instructed to prepare plans and designs estimated the extra cost involved at \$75,000. The addition of this sum to \$872,000, the total cost of the building, brought the total to \$947,000.

Having been sanctioned, Messrs. Denison, Ram and Gibbs' estimate was revised by the Public Works Department and, as it was considered inadequate, a further sum of \$23,150 was added to it. Architects' fees had again to be allowed for and a further sum of \$2,100 was added to cover these, thus bringing the total estimated cost up to \$972,250, or, as it appeared in the estimates for 1907 and succeeding years, \$989,000.

The further increases which occurred were set forth in detail in an accompanying statement. It was deemed advisable to partly insure it against fire during construction and a sum of \$8,672 was expended on this service. This is a new departure and, in accordance with the practice of the Government, the insurance has been discontinued since the building was completed. In Messrs. Denison, Ram and Gibbs' design, no protection was shown for the iron columns and girders, on which considerable portions of the building are supported and, as the consequences of a fire would doubtless have been most serious under such conditions, it was decided that all such columns and girders should be encased in cement concrete, and an expenditure of \$14,507 was incurred in carrying this out.

The report was signed by Hon. Mr. W. Chubb, Director of Public Works.

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|-----------------------------------|------------------------------------|
| 1912 | 1912 |
| From Hongkong | From St. John N.B. |
| EMPERESS OF INDIA, Sat., Jan. 11. | EMPERESS OF IRELAND, Sat., Feb. 7. |
| EMPERESS OF JAPAN, Sat., Feb. 8. | EMPERESS OF IRELAND, Sat., Mar. 7. |
| EMPERESS OF JAPAN, Sat., Mar. 8. | EMPERESS OF IRELAND, Sat., Apr. 4. |

| FROM LIVERPOOL | ARRIVE HONGKONG |
|-------------------------------------|---|
| To St. John N.B. and Hongkong | From Yokohama via Kobe, Nagasaki and Shanghai |
| EMPERESS OF IRELAND, Sat., Nov. 19. | EMPERESS OF INDIA, Sat., Dec. 19. |
| EMPERESS OF JAPAN, Sat., Dec. 13. | EMPERESS OF JAPAN, Sat., Jan. 16. |
| EMPERESS OF JAPAN, Sat., Jan. 10. | EMPERESS OF JAPAN, Sat., Feb. 16. |

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| DESTINATION | STEAMERS | SAILING DATE |
|---|--|----------------------------------|
| MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID | KAMO MARU, Capt. F. L. Sommer, Tons 16,000 | WEDNESDAY, 1st Jan., at Daylight |
| VICTORIA, B.C., & SEATTLE, via SHANGHAI, MOU, KOBE, YOKOHAMA, OHL & YOKOHAMA | AWA MARU, Capt. Shimidzu, Tons 12,500 | TUESDAY, 31st Dec., at Noon |
| SYDNEY AND MELBOURNE, via SHANGHAI, MOU, KOBE, YOKOHAMA, OHL & YOKOHAMA | SADO MARU, Capt. Aikawa, Tons 12,500 | TUESDAY, 14th Jan., at Noon |
| GALEUTIA via SINGAPORE, PENANG, & RANGOON | KUMANO MARU, Capt. M. Winkler, Tons 9,000 | FRIDAY, 20th Dec., at Noon |
| SHANGHAI, KOBE AND YOKOHAMA | YAWATA MARU, Capt. T. Sekino, Tons 7,000 | WEDNESDAY, 16th Jan., at Noon |
| KOBE & YOKOHAMA | COLOMBO MARU, Capt. Kawahara, Tons 6,000 | SATURDAY, 28th Dec., at Noon |
| BOMBAY, via SINGAPORE, PENANG, & RANGOON | HAKATA MARU, Capt. H. Nomura, Tons 19,000 | MONDAY, 23rd Dec., at Noon |
| | KAGA MARU, Capt. —, Tons 12,500 | THURSDAY, 2nd Jan., at 11 a.m. |
| | WAKASA MARU, Capt. —, Tons 12,000 | MONDAY, 23rd Dec., at Noon |

PASSENGER SEASON FOR 1913.

| STEAMER | Tons Displacement | Leaving |
|--------------|-------------------|---------------|
| MISHIMA MARU | 16,000 | 29th January |
| KAGA | 16,000 | 12th February |
| ATSUTA | 16,000 | 26th February |
| HITACHI | 16,000 | 12th March |
| KITANO | 16,000 | 26th March |
| KITANO | 16,000 | 9th April |
| IYO | 16,000 | 23rd April |
| HIRANO | 16,000 | 7th May |
| TANGO | 16,000 | 21st May |
| INABA MARU | 12,500 | 11th February |
| SHIZUOKA | 12,500 | 25th February |
| TAMBA | 12,500 | 11th March |
| AWA | 12,500 | 25th March |
| SADO | 12,500 | 8th April |
| YOKOHAMA | 12,500 | 22nd April |
| INABA | 12,500 | 6th May |
| SHIZUOKA | 12,500 | 20th May |

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|-----------|--------|----------|---------|-----------|-----------|
| MONGOLIA | 27,000 | | TUESDAY | 25th Jan. | at 1 p.m. |
| MANCHURIA | 27,000 | | TUESDAY | 25th Jan. | at 1 p.m. |
| KOREA | 18,000 | | TUESDAY | 25th Jan. | at 1 p.m. |
| SIBERIA | 18,000 | | TUESDAY | 25th Jan. | at 1 p.m. |
| CELESTIA | 10,500 | | TUESDAY | 25th Feb. | at 3 p.m. |

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| Steamer | Captain | Date of Sailing |
|-------------|-----------------|------------------------------|
| Chiyo Maru | W. W. GARRATT | Saturday, 21st Dec., at Noon |
| NIPPON MARU | A. G. STEVENSON | SATURDAY, 11th JAN., at Noon |
| TENYO MARU | E. BERT | FRIDAY, 17th JAN., at Noon |
| SHIYO MARU | H. S. SMITH | TUESDAY, 11th FEB., at Noon |

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| Steamer | Tons | Date of Sailing |
|---------------|--------|------------------------------|
| Kiyo Maru | 11,000 | Saturday, 1st Feb., at Noon |
| BUYO MARU | 11,000 | THURSDAY, 3rd APRIL, at Noon |
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PANAMA MARU J. Yamamoto Tuesday, 7th Jan., at 2 p.m.

SEATTLE MARU T. Saito Thursday, 23rd Jan., at 2 p.m.

MEXICO MARU N. Kobayashi Thursday, 5th Feb., at 2 p.m.

CHICAGO MARU I. Goto Thursday, 20th Feb., at 2 p.m.

CANADA MARU E. Mori Thursday, 6th Mar., at 2 p.m.

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For TAMSUI via SWATOW AND AMOY.

Steamer Captain Leaves

DALIN MARU T. Fuchigami Sunday, 22nd Dec., at 10 a.m.

DAIGI MARU Y. Somakawa Sunday, 29th Dec., at 10 a.m.

For ANPING & TAKAO via SWATOW AND AMOY.

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|-----------------------------|-----------|--------------------|
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| TSINGTAO, WEIHAWEI & CHEFOO | HANGCHOW | Dec. 23, at 4 p.m. |
| HAIPHONG | SINGAN | Dec. 24, at 4 p.m. |
| SHANGHAI | CHENAN | Dec. 26, at 4 p.m. |
| MANILA, CEBU & ILOILO | KVICHOW | Dec. 27, at 4 p.m. |

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These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE

SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 88.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|------------------------------|----------|------------------------------|
| SINGAPORE, PENANG & YATSHING | FRIDAY | Dec. 20, at Noon |
| SHANGHAI | MAUSANG | SATURDAY, Dec. 21, Daylight |
| SANDAKAN | MAUSANG | SATURDAY, Dec. 21, at 4 p.m. |
| MANILA | YUEHANG | SATURDAY, Dec. 21, at 2 p.m. |
| SHANGHAI | LOKSANG | SUNDAY, Dec. 22, Daylight |
| SHANGHAI | HANGSANG | SUNDAY, Dec. 22, Daylight |
| SINGAPORE, PENANG & YATSHING | TUESDAY | Dec. 24, at 2 p.m. |

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kikang, Yamaguchi and Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 80 days. This service is supplemented by the Lokeang and Kueang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Tangtze Port, Chefoo, Tientsin, Dalny, Weihaiwei, Taiping and Newchwang.

Taking Cargo on through Bills of Lading to Kaidat, Lahad, Dato, Singapore, Rawas, Uman, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

WESTWARD

The S.S. OKARA, 5231 tons gross, Capt. E. B. Hirst, will be despatched for SINGAPORE, PENANG and RANGOON on the 15th January, 1913, at Noon, and will be followed by the S.S. UPADA, 5237 tons gross, Capt. Logan, sailing hence on or about the 30th January, 1913, at Noon, taking cargo at current rates.

EASTWARD

The S.S. UPADA, 5237 tons gross, Captain Logan, will be despatched for YOKOHAMA & KOBE on the 21st December, at Daylight, taking cargo and passengers at current rates.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

'SHIRE' LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | Date of Departure |
|-----------------------------|-----------------|-------------------|
| SHANGHAI, KOBE AND YOKOHAMA | PENBROKESHIRE | about 18th Dec. |
| LONDON & ANTWERP | DENBIGHSHIRE | about 24th Dec. |
| SHANGHAI, KOBE AND YOKOHAMA | CARMARTHENSHIRE | about 14th Jan. |
| LONDON, ANTWERP & SEATTLE | MONMOUTHSHIRE | about 18th Jan. |
| LONDON & ANTWERP | PENBROKESHIRE | about 4th Feb. |

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. DELWARA 5,378 tons, Capt. Bishop, will be despatched for SHANGHAI, KOBE and MOU on 24th Dec.

S.S. A. APGAR, 4,400 tons, Capt. Thomson, will be despatched for KOBE and MOU (Yokohama if sufficient inducement offers) on 30th Dec.

WESTWARD.

S.S. THONGWA, 5,298 tons, Capt. Fyth, will be despatched for SINGAPORE, PENANG and CALCUTTA, on the 27th December.

S.S. G. APGAR, 4,900 tons, Capt. Drake, will be despatched for as above on the 4th January.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, July 24, 1912.

'HONGKONG'S MUSICAL HISTORY'

BY H. L. O. GARRETT.

Being a re-arrangement of a series of articles that appeared in the CHINA MAIL.

Price 1/-.

154 cents.

SHIPPING

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RATA.

VIA. PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship HIMALAYA, Capt. H. G. Evans, R.N., carrying His Majesty's Mail will be despatched from this Port for BOM BAY, on SATURDAY, the 31st December, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship service from London to Hongkong, in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay in the S.S. Macedonia due in London on the 14th February, 1913.

Parcels will be received at this Office until the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, C.M.G., Superintendent.

Hongkong, December 9, 1912. 1545

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast).

The Steamship SCHUYLKILL will be despatched from this Port on 30th December.

For Freight and further particulars, apply to THE BANK LINE, LTD., Agents.

Hongkong, December 12, 1912. 1557

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND MANILA.

The Steamship CHIYO MARU.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading or countermanding orders, to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on WED

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LONDON, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Steamers | Tons | Leave Hongkong | Connecting Steamers from Colombo to London | Due Marseilles (Brindisi 2 days earlier) | Due Plymouth (London 1 day later) |
|-----------|------|----------------|--|--|-----------------------------------|
| INDIA | 8000 | Jan. 18 | MOOLTAN | Feb. 15 | Feb. 21 |
| ASSATE | 7500 | Feb. 1 | MALONJA | March 1 | March 7 |
| SHIMALAYA | 7000 | Feb. 15 | MOREA | March 15 | March 21 |
| DEVANHA | 8000 | March 1 | MARMORA | March 29 | April 4 |
| DELTA | 8000 | March 15 | MEDINA | April 12 | April 18 |
| INDIA | 8000 | March 29 | MONGOLIA | April 26 | May 2 |
| ASSATE | 7500 | April 12 | MALWA | May 10 | May 16 |
| DEVANHA | 8000 | April 26 | | May 24 | May 30 |
| CHINA | 8000 | May 10 | | June 7 | June 13 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.
1st SALOON £71.10 SINGLE £108.14 RETURN.
2nd " £35.10 " £54.14 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Through) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

| Steamers | Tons | Leave Hongkong | Due Marseilles | Due London |
|----------|------|----------------|----------------|------------|
| ROVARA | 7000 | January 22 | Feb. 23 | March 5 |
| SUNDA | 5000 | February 5 | March 9 | March 19 |
| SARDINIA | 7000 | February 19 | March 23 | April 2 |
| SOMALI | 7000 | March 5 | April 8 | April 16 |
| RAMUN | 7000 | March 19 | April 20 | April 30 |
| KANIN | 7000 | April 2 | May 4 | May 14 |
| TYANZA | 7000 | April 16 | May 18 | May 28 |
| NORZA | 7000 | April 30 | June 3 | June 13 |
| RIE | 7000 | May 14 | June 17 | June 27 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON.
1st SALOON £55.00 SINGLE £92.10 RETURN.
2nd " £28.10 " £45.14 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further particulars apply to

E. A. HEWETT, C.M.G.,
Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

WORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

WORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For STEAMERS CAPTAIN TO SAIL.

TRANSHIPING on the Co's Steamers at COLOMBO for CAYENNE, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 30 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Atlantic, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

| Outward | Homeward |
|--|---|
| For Shanghai, Kobe & Yokohama S.S. SEIKOIA.....22nd Dec. S.S. ALTMARK.....3rd Jan. S.S. SILESIA.....14th Jan. S.S. SUEVIA.....27th Jan. S.S. O.J.D. AHLERS.....11th Feb. S.S. SPEZIA.....28th Feb. S.S. SENEGAMBIA.....10th Mar. S.S. SITHONIA.....23rd Mar. | For Marseilles, Havre & Hamburg S.S. SEIKOIA.....23rd Dec. For Havre, Bremen & Hamburg S.S. ALTMARK.....3rd Jan. For Rotterdam, Bremen & Hamburg S.S. SILESIA.....14th Jan. For Havre & Hamburg S.S. SUEVIA.....27th Jan. For Bremen, Hamburg & Hamburg S.S. O.J.D. AHLERS.....11th Feb. For Bremen, Hamburg & Hamburg S.S. SENEGAMBIA.....10th Mar. For Bremen, Hamburg & Hamburg S.S. SITHONIA.....23rd Mar. |

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

HONGKONG-NEW YORK.
AMERICAN ASIATIC S. S. CO.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.
(With liberty to call at the Malacca Coast).

S.S. SWAZI.....On 21st Jan. 1913.
For Freight and further information apply to

SHAW, TOMES & CO.,
General Agents.

1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 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